RTIP ID# *(required)*: RIV070309

TCWG Consideration Date: April 28, 2009

Project Description *(clearly describe project)*

The California Department of Transportation (Department), in coordination with the Riverside County Transportation Commission (RCTC), proposes to widen Interstate 215 (I-215) from Scott Road to Nuevo Road in Riverside County, California. For the proposed project I-215 would be widened from two to three lanes in both the northbound and southbound directions by adding a third mixed flow lane. The third lane would be added within the median from Scott Road to a point approximately one-mile north of the State Route (SR) 74 East undercrossing, and occur both in the median as well as along the outside of the existing I-215 paved lanes from there up to Nuevo Road. The proposed project would also include overlaying the remainder of the existing paved facility with hot mix asphalt (HMA). Where the outside widening would occur, the existing median structural section and barrier would be improved or replaced as required. The total length of the project is approximately 14.3 miles, including transition striping areas and the limits for the installation of construction signage. Figures 1 and 2 show the project vicinity and location maps, respectively. The project alignment is provided in Figure 3, and typical cross-section drawings are provided in Figure 4.

Type of *Project (use Table 1 on instruction sheet)*: Change to existing state highway

County	**Narrative Location/Route & Postmiles:**
Riverside	Project is located on I-215 from Scott Road to Nuevo Road in Riverside County. The limits of the project extend south of Scott Road to PM 14.2 and north of Nuevo Road to PM 28.5 to account for transition striping and the limits for the installation of construction signage. See Figure 2 attached. Caltrans Project – EA# 0F162

Lead Agency: California Department of Transportation (NEPA and CEQA Lead Agency) and Riverside County Transportation Commission (Project Sponsor)

Contact Person	**Phone#**	**Fax#**	**Email**
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Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X				

Scheduled Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	**Section 6004 – Categorical Exemption**		**Section 6005 – Non-Categorical Exemption**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	9/1/2007	7/1/2010	7/1/2010	12/1/2011
End	7/1/2010	12/1/2011	12/1/2011	12/1/2014

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the proposed project is to relieve congestion by improving capacity and operational characteristics on I-215 within the project limits. Such improvements are consistent with State, regional and local transportation plans.

The segment of I-215 between Scott Road and Nuevo Road is currently a four lane facility (two lanes in each direction) and it does not provide adequate capacity to accommodate existing demand and the future projected growth of the surrounding area. Growth projections by the Southern California Associated Governments (SCAG) indicate population in western Riverside County is expected to increase by over 100 percent by the year 2020.

I-215 through the project area has been identified in the California Governor's "Go California" initiative to relieve congestion. This designation underscores the need for additional capacity and operational improvements. In addition, the segment of I-215 within the project limits has been identified as a deficient roadway segment in the 2007 Riverside County Congestion Management Program (CMP), adopted by RCTC in December 2007. The designation of this roadway segment as deficient requires RCTC to prepare a deficiency plan to add capacity to address the existing congested conditions. The proposed project fulfills this requirement.

At the current rate of growth and development, the existing interstate facilities are expected to reach level of service (LOS)[1] F or breakdown conditions along three segments of I-215, from Scott Road to Nuevo Road in the northbound direction during the PM peak hour and at one location in the southbound direction during the AM peak hour, by 2015. By 2035 all identified segments of I-215, both northbound and southbound, are anticipated to operate at LOS F without capacity improvements to the existing facility. Existing, opening year, and future traffic conditions under the without project condition are shown in Tables 1 and 2 (attached). The operational breakdown of this facility is expected to have substantial adverse impacts on the economic vitality of the region and the transport of goods and services along this corridor, as this corridor is an economic lifeline for the region.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project area is suburban and rural-suburban in character, and includes some highly urban uses in the northern portion of the alignment, within the City of Perris. The predominant land uses along the project limits are residential, commercial, recreational, and some agricultural uses. More intensive urban uses are located at the northern and southern ends of the project area, with some residential and commercial developments interspersed along the middle portion of the alignment, such as the Sun City residential developments. Commercial land uses are concentrated primarily around the interchanges and in the highly urban areas of the City of Perris, which include uses such as supermarkets, home improvement stores, restaurants, gasoline stations and general retail along the Nuevo Road, D Street, McCall Boulevard, Newport Road, and Scott Road interchanges. In addition, some office/light industrial uses are located along the Newport Road and McCall Boulevard interchanges. While commercial activities are concentrated within the vicinity of the I-215 interchanges, residential uses are generally located away from the interchanges and typically include existing barriers between the residences and the proposed project's limits of disturbance (i.e. roadways, walls, and other land uses such as commercial uses). Industrial uses are limited, and located predominantly along the SR-74 interchange and north of the Nuevo Road Interchange.

[1] The ability of a highway to accommodate traffic is typically measured in terms of level of service (LOS). Traffic flow is classified by LOS, ranging from LOS A (free-flow traffic with low volumes and high speeds) to LOS F (traffic volume exceeds design capacity, with forced-flow and substantial delays).

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year 2015 Mainline LOS Analysis		No Build (4-lane)				Build (6-lane)			
From	To	Total AADT	Truck %	Tuck AADT	LOS NB (AM/PM) SB (AM/PM)	Total AADT	Truck %	Tuck AADT	LOS NB (AM/PM) SB (AM/PM)
Scott Road	Newport Road	105,400	4%	4,216	C/F E/D	105,400	4%	4,216	B/C C/C
Newport Road	McCall Road	102,400	4%	4,096	C/E D/D	102,400	4%	4,096	B/C D/D
McCall Road	Ethanac Road	100,600	4%	4,024	C/E D/D	100,600	4%	4,024	B/C D/D
Ethanac Road	SR-74 East	100,800	4%	4,032	D/E D/D	100,800	4%	4,032	B/C C/C
SR-74 East	SR-74 West	112,600	4%	4,504	D/F F/E	112,600	4%	4,504	C/D C/C
SR-74 West	D Street	111,200	4%	4,448	D/F E/D	111,200	4%	4,448	C/D C/C
D Street	Nuevo Road	128,600	4%	5,144	C/D D/C	128,600	4%	5,144	C/D D/C

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year 2035 Mainline LOS Analysis		No Build (4-lane)				Build (6-lane)			
From	To	Total AADT	Truck %	Tuck AADT	LOS NB (AM/PM) SB (AM/PM)	Total AADT	Truck %	Tuck AADT	LOS NB (AM/PM SB (AM/PM)
Scott Road	Newport Road	152,200	4%	6,088	F/F F/F	152,200	4%	6,088	C/E D/D
Newport Road	McCall Road	150,000	4%	6,000	F/F F/F	150,000	4%	6,000	C/E D/D
McCall Road	Ethanac Road	159,600	4%	6,384	F/F F/F	159,600	4%	6,384	D/E E/E
Ethanac Road	SR-74 East	165,000	4%	6,600	F/F F/F	165,000	4%	6,600	D/E E/E
SR-74 East	SR-74 West	165,000	4%	6,600	F/F F/F	165,000	4%	6,600	E/F F/E
SR-74 West	D Street	175,200	4%	7,008	F/F F/F	175,200	4%	7,008	D/F E/E
D Street	Nuevo Road	191,800	4%	7,672	F/F F/F	191,800	4%	7,672	F/F F/F

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Facility is not an interchange or intersection improvement.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Facility is not an interchange or intersection improvement.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The Regional Model produced by SCAG predicts AADT volumes based upon socio-economic data received from all of the counties and cities within their jurisdiction. The traffic volumes and peak hour demand are derived from the number of households, population, and number of jobs in the region. The AADT is derived by iterative model runs designed to determine the shortest route for travelers in time and distance.

With respect to the proposed project, I-215 is the main link between the economic centers and rapidly developing Western Riverside County communities for interregional travelers within the project vicinity. Although the roadway is predicted to operate at very congested Levels of Service in future years, traffic would not divert to other routes, as no other viable alternatives for travel exist within the project vicinity. Even without development of the proposed project, I-215 would remain the shortest path for interregional travel, and as such, the demand to use it would still exist. As a result of this phenomenon, the travel demand volume is not predicted to vary between the build and no-build alternatives. The build alternative would simply handle a greater volume of vehicles and provide a better Level of Service.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The EPA's March 2006 guidance document *Transportation Guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* references a two step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 AADT volumes. If the first criterion is met, the second criterion is that 8 percent or more of said traffic volumes (i.e., 10,000 vehicles or more) are diesel truck traffic volumes. With respect to traffic volumes along the project limits of I-215, both opening year (2015) and horizon year (2035) AADT volumes are forecast to exceed the above-mentioned screening-level threshold criteria of 125,000 total AADT traffic volumes. However, the maximum heavy truck ADT volumes of 5,144 and 7,672 at opening year (2015) and horizon year (2035), respectively, would be below the threshold screening criteria of 10,000 ADT for heavy trucks. As such, the project would not result in a substantial number of diesel vehicles within the project area (i.e., the project limits of I-215).

According to the Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25), this project is not a project of air quality concern under 40 CFR 93.123(b)(1)(I) and (ii).

The project site is not in or affecting an area or location identified in any PM10 or PM2.5 implementation plan. The immediate project area is not considered to be a site of violation or possible violation.

Table 1. Interstate 215 (Northbound) Levels of Service Without the Project (Existing, Opening Year, and Future)

Segment	Levels of Service (LOS)					
	Existing (2007)		Opening Year (2015)		Future Year (2035)	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Scott Road to Newport Road	C	D	C	F	F	F
Newport Road to McCall Road	C	D	C	E	F	F
McCall Road to Ethanac Road	C	D	C	E	F	F
Ethanac Road to SR-74 East	C	C	D	E	F	F
SR-74 East to SR-74 West	C	E	D	F	F	F
SR-74 West to D Street	C	E	D	F	F	F
D Street to Nuevo Road	B	C	C	D	F	F

Table 2. Interstate 215 (Southbound) Levels of Service Without the Project (Existing, Opening Year, and Future)

Segment	Levels of Service (LOS)					
	Existing (2007)		Opening Year (2015)		Future Year (2035)	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Scott Road to Newport Road	C	C	E	D	F	F
Newport Road to McCall Road	C	C	D	D	F	F
McCall Road to Ethanac Road	C	C	D	D	F	F
Ethanac Road to SR-74 East	C	C	D	D	F	F
SR-74 East to SR-74 West	D	D	F	E	F	F
SR-74 West to D Street	D	C	E	D	F	F
D Street to Nuevo Road	E	C	D	C	F	F